



U.S. Department
Of Transportation
Federal Aviation
Administration

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska 99513-7587

NOTICE TO THE PUBLIC
Aeronautical Study 06-AAL-32NR
Request for Public Input

Proposed Decommissioning of
Kipnuk Very High Frequency Omni-directional Range/Distance Measuring Equipment (VOR/DME)
Facility Identification IIK
Kipnuk, Alaska

1. **Proposed Change:** The Federal Aviation Administration (FAA) Alaskan Region, is considering decommissioning the Kipnuk (IIK) Very High Frequency Omni-directional Range/Distance Measuring Equipment (VOR/DME).
2. **Justification:** The IIK VOR/DME sits on tribal land owned by the village of Kipnuk that was previously leased to the Federal Aviation Administration (FAA). The lease expired on September 30, 2000. In 2002, the Kipnuk Village Chief requested that the FAA relocate IIK to allow the village to continue needed development that will encroach on the land and VOR clear zone for IIK. Since 2000, the village of Kipnuk has built houses in the VOR clear zone and these interfere with the radiated signal to the point that Radials from 163 to 360 degrees are unusable.

Despite FAA efforts to do so, a suitable, cost effective alternative to relocate the VOR/DME cannot be identified. In 2002, relocating the VOR/DME was calculated to cost \$1.6 million, or approximately \$1.8 million in today's dollars. It is uncertain how much longer IIK can be operated at its current location, but it appears that the end is near for the current facility.

In 2002, an Aeronautical Study (02-AAL-31NR) was initiated and public comment was solicited to determine the viability of decommissioning the Kipnuk VOR/DME. One Air Carrier responded to the solicitation and opposed decommissioning IIK. They cited the need for IIK as a "supplemental navigational reference for regional traffic", the need for more information "regarding the effects of possible changes to V319, V333, V480 and V328", the lack of fleet GPS-based navigation capability, and the scarcity of NAVAIDS in Southwest Alaska.

The same Air Carrier was contacted in November, 2005 and the Chief Pilot indicated that he understood the FAA cost/benefit dilemma of retaining IIK and was more agreeable to decommissioning the facility in light of recent equipage with Capstone avionics, which could use Area Navigation Global Positioning System (RNAV (GPS)) for enroute navigation instead of the ground based VOR/DME at Kipnuk.

The airways V319, V333, V480, and V328 as well as T222, T228, and T219 will all be affected by decommissioning IIK. The FAA will attempt to retain the airways, but it may be necessary to discontinue, revise, convert to a combination of VOR and Colored Federal Airways, and/or raise minimum enroute altitudes (MEA). The "T" Route MEAs will remain the same, but the routes will require the addition of waypoint(s) to replace the VOR/DME in the airways. The exact configuration of revised airways cannot be determined without procedure design and flight checks of the proposed revisions.

Access to the Kipnuk Airport will not be affected by this action, if adopted, since the only instrument approaches are RNAV (GPS) SIAPs, and they are not dependent upon the IIK VOR/DME.

3. **Public Input:** The public is invited to submit, in writing, comments regarding the overall aeronautical aspects of the proposed decommissioning of the IIK VOR/DME.

This proposal is subject to change after review of public comments.

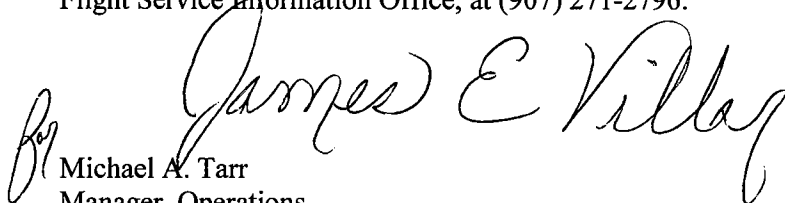
Comments in writing concurring with or objecting to the proposed change may be indicated by use of the attached endorsement form, or may be mailed separately, or may be emailed (see link below).

4. **Comment Information:** Comments must be received by close of business, Friday, October 20, 2006 to be considered. You may E-Mail comments to 9-AAL-530-Comments@faa.gov or address your reply to the Federal Aviation Administration, Alaska Flight Service Information Office, 222 W. 7th Avenue, #14, Anchorage, AK 99513-7587.

This proposal can also be reviewed via internet on our web page.

<http://www.alaska.faa.gov/at/IIKdecommission>

5. **Proponent Information:** If you have questions regarding this change, please contact Derril Bergt, Alaska Flight Service Information Office, at (907) 271-2796.



Michael A. Tarr
Manager, Operations
Alaska Flight Service Information Office

Issued in Anchorage, Alaska, on September 11, 2006

COMMENT: Aeronautical Study 06-AAL-32NR; Proposed Decommissioning of IIK VOR/DME.

I have reviewed the proposal identified above and I have no objections.

Signed: _____ Date: _____

Representing: _____

or

I have reviewed the proposal identified above and I have comments (see below, or attached).

Signed: _____ Date: _____

Mail Comments to: Federal Aviation Administration
Alaska Flight Service Information Office
Aeronautical Study 06-AAL-32NR
222 W. 7th Avenue, #14
Anchorage, AK 99513-7587